

Traffic Engineer Referral Response

Application Number:	DA2019/0263
Responsible Officer	
Land to be developed (Address):	Lot 3 DP 1115877 , 53 B Warriewood Road WARRIEWOOD NSW 2102 Lot 3 DP 942319 , 53 Warriewood Road WARRIEWOOD NSW 2102

Officer comments

Revised Transport Network comments 17/7/19

The updated plans addresses some but not all of the previous comments provided.

Warriewood Road

- Plans need to show a cross-section where the centreline of the road is located 5.1m from the existing kerb on the northern side. This is to ensure the correct location of the southern kerblines as the northern side of the road is different width to the southern side.
- A 3.7m traffic lane, and 2.1m indented parking bay has been provided but as the traffic lane is reduced from the required 4.2m for a sub-arterial road to 3.7m, the shared path needs to be increased to 2.5m and located directly adjacent to kerb and fully within the Public Road Reserve as required in the WVRMP.
- The proposed shared driveways do not maximise on-street parking within the indented parking bay and only provides 2 parallel parking spaces. The location of the driveway to Lot 17 can be retained and should allow 1 parking space to the east. The section between the driveway of Lot 17 and the shared driveway to Lot 2 and 3 will only allow 1 parking space. If the previous proposed location of the driveway to Lot 2 was retained and a shared driveway provided for Lot 3 and 17, and additional parking space can be provided. The transition for the kerb indent would need to be adjusted and shifted in front of the adjacent development to the west.

Pheasant Place

- The WVRMP requires an access road to be 7.5m wide which allows parking on both sides of the road, a 1.5m wide footpath, and a road reserve width of 12.5m.
- The revised typical road cross-section plan (Drawing Ref. 076-18C-DA-0151 Rev B), shows an increase in the road reserve width from the previous proposal of 10m to 11.2m. Although the change

will now enable the provision of a 1.5m wide footpath, the revised road reserve width is still less than the 12.5m required under the WVRMP. The road cross-sections plan for Pheasant Place (Drawing Ref. 076-18C-DA-0302 Rev B), does not show the revised road reserve width and needs to be updated for each chainage cross section

- Shared driveways to maximise on-street parking, and should be considered for Lot 10 and 11.

Waste Vehicle Access

- The swept paths provided demonstrates that a waste vehicle is able to turn around in Pheasant Place, however some on-street parking will need to be removed and parking restrictions provided on the approach to the turning area at least for garbage collection days.

Previous Transport Network comments 6/6/19

Warriewood Road

- The frontage to Warriewood Road requires a half road construction.
- Kerb and Guttering (vertical faced kerb only will be permitted) with the face of the kerb located 10.9m from face of existing kerb on the northern side.
- Plans need to show a cross-section where the centreline of the road is located 5.1m from the existing kerb on the northern side, as well as a proposed 3.7m traffic lane, and 2.1m indented parking bay.
- As the traffic lane is 3.7m which is reduced from the required 4.2m for a sub-arterial road, the shared path is to be increased to 2.5m shared path and is to be located directly adjacent to kerb and fully within the Public Road Reserve.
- Shared driveways should be considered to maximise on-street parking, within the indented parking bay

The approved conditions for N0330/14 - 53c Warriewood Road, required indented parking bays on Warriewood Road and a 2.5m wide shared path. It doesn't look like the parking is indented so I don't know if there were plans to redo this when the Lorikeet Grove connection was complete and the temporary access was to be removed.

Pheasant Place

The latest version of the WVRMP requires an access road to be 7.5m wide which allows parking on both sides of the road, a 1.5m wide footpath, and a road reserve width of 12.5m.

The adjacent development at 53c Warriewood Road was approved with a 7.2m road reserve, which incorporates a 6m wide road and 1.2m footpath.

Note that the approved plans for 53c show that the entire kerb lies within the labelled carriageway so the effective road width would be 5.7m. The carriageway is the distance between kerb faces.

A total road reserve width of 10m is proposed for this development with the required 1.5m road widening and 1.2m footpath accommodated within the remaining 2.8m road reserve.

The 1.5m footpath is required, as approved conditions in N0330/14 - 53c Warriewood Road, specify that the 1.2m footpath provided on the eastern side will be removed and reinstated with turf when the

internal road and footpath in 53, 53A, and 53B has been completed.

If the portion of Pheasant Place for 53c was constructed according to the plans, and a 6m wide road is to be provided between kerbs, the remaining area for the footpath would be 1m.

Services are to be contained within the road reserve which would be restricted by the proposal.

Shared driveways should be considered to maximise on-street parking. Based on the swept paths provided this should be considered for Lot 10 and 11 to allow better access for waste collection vehicles approaching the turning area.

It is noted that some on-street parking will need to be removed and parking restrictions would be required.

Waste Vehicle Access

The turning area in Pheasant Place must be designed to cater for safe movements by a waste collection vehicle minimum 9.7m in length, to accommodate the existing vehicle type for all turning movements.

May need to check with Waste Services regarding type of vehicles they will be using in the future and the minimum length required.

The current proposal therefore cannot be supported due to the issues raised regarding the road design in accordance with the WVRMP. Any changes to accommodate additional widths would more than likely impact other areas of the development.

Referral Body Recommendation

Refusal comments

Recommended Traffic Engineer Conditions:

Nil.